





To-day's  
Advertisements.

## OCEAN STEAMSHIP COMPANY.

FOR S'ANGHAI.  
(Taking Cargo at through rates for  
NANKING, CHEFOO, NEWCHANG, TIENTSIN,  
HANKOW and PORTS on the YANGTZE.)  
THE Company's Steamship

"PYRRHUS,"  
Captain Bell, will be despatched as above  
TO-MORROW, the 28th instant, at Noon.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 27th April, 1898. [572]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.  
THE Company's Chartered Steamship

"NANYANG,"  
Captain Lehmann, will be despatched for the  
above Ports on FRIDAY, the 29th instant, at  
Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 27th April, 1898. [570]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE  
AND YOKOHAMA.  
THE Company's Steamship

"HYSON,"  
Captain John S. Hogg, will be despatched  
as above on or about MONDAY, the 2nd May.  
For Freight, etc., apply to  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 27th April, 1898. [573]

## Intimations.

DAKIN, CRUICKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

## AERATED WATERS.

## SIMPLE AERATED WATER.

SODA WATER.  
LEMONADE.  
GINGER ALE.  
SARSAPARILLA.  
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear compe-  
tition with the best English Manufactures.  
Special terms to HOTELS, CLUBS, MEN'S and  
other Large Consumers.  
Any complaints should be addressed to the  
Manager.

Hongkong, 1st March, 1897. [30]

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG  
TELEGRAPH" ARE MOST RESPECTFULLY  
REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

## WINES &amp; SPIRITS.

ALL these are selected by our London  
House, bought direct at first hand, imported in  
wood and bottled by ourselves, thus saving all  
intermediate profits, and enabling us to supply  
the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on  
Application.

PORT After removal should be rested a month  
before use. When required for drinking at  
once it should be ordered to be decanted at the  
Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner  
Wines of very superior Vinages. All are  
true Xeres Wines.

CLARET—Our Claret, including the lowest  
priced, are guaranteed to be the genuine  
product of the juice of the grape and are  
not artificially made from raisins and  
currants, as is generally the case with Cheap  
Wines.

BRANDY—All our Brandy is guaranteed to  
be pure Cognac, the difference in price  
being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent  
quality and of greater age than most brand,  
in the market. THE SCOTCH WHISKY  
marked "X" is universally popular, and is  
promoted by the best local connoisseurs  
to be superior to any other brand in the  
Hongkong market.

We only guarantee our Wines and Spirits to  
be genuine when bought direct from us in the  
Colon or from our authorized Agents at the  
Coast Ports.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY,  
Hongkong, 27th December, 1897.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 27, 1898.

THE SPANISH-AMERICAN  
DISPUTE.

It is no longer possible, by any stretch  
of optimistic imagination, to see any hope  
of peace between Spain and the United  
States. The two countries have feebly  
drifted into actual hostilities, which pro-  
mise to be as painfully prolonged as those  
in Cuba have been; for neither Power is  
in a position to end the fight by a decisive  
blow. The American fleet can probably  
sweep the Atlantic; but Spain can calmly  
come off the Atlantic, and still remain de-  
fiant. In Cuba, Spain has about 200,000  
soldiers, who have now had many months'  
training in guerrilla warfare; the only way  
the United States can subdue them will be  
by starving them, and the only way to starve  
all Cuba, for the soldiers will help them-  
selves as long as anything remains. The  
Cuban rebels—now more properly to be  
called the Army of Independence—have  
tried for three years and failed to conquer  
the Spaniards; it is to be feared that the  
Spaniards will still struggle on, for years  
yet, though their sea communications be  
cut off (they will officially deny it), though  
their national bondholders remain unpaid,  
though their ruin be day after day more  
certain. They have already refused to  
realise the hopelessness of their case; it is  
therefore probable that they will continue  
refusing to acknowledge themselves beaten.

The American fleet can cut off the Philip-  
pines from Spain. Then there will be a  
big rising of rebels, and probably the  
Spanish troops will be quite helpless, for  
already it is not unusual for Spaniards to  
be bought over to the rebel side. But,  
as our correspondent indicates, the rebels  
are so disorganised that many of them  
have no idea what they are fighting for;  
and perhaps they would as promptly rebel  
against Americans or British. At any  
rate, Spain seems now so obstinate that  
even the loss of the Philippines would not  
bring her to reason.

The U. S. squadron in Mira Bay is, as  
far as we know at present, in utter igno-  
rance of what is going on; for all attempts  
to take news from Hongkong have so far  
failed. The *Rams* tried to go out yester-  
day, and was unable to round the point of  
Tamoo Island. Despatches were then sent  
overland, via Kowloon City, to Mira  
Bay; and after a dreadful journey, the  
only result was to find too much wind in  
Mira Bay for a boat to cross. To-day  
a fresh attempt has been made via  
Lyceum, with what success we do not  
know.

Commodore Dewey could, of course,  
have stayed in Kowloon Bay, or Junk  
Bay, or any one of a dozen different  
places, to keep in touch with Hongkong.  
But in that case, a precedent might be  
found to be established, justifying Spain  
in anchoring her ships near the Bahamas  
or Bermuda, or any other of the West  
Indies. It is therefore best, in the interests  
of the United States, to have no further  
communication with Hongkong or any  
neutral port, as soon as Commodore Dewey  
receives notice of the outbreak of war.  
But that, we believe, is just what he hasn't  
got! He has a British notification, but he  
is entitled to have it corroborated by his  
own Government.

We feel sure that the British nation, if  
asked to vote, would decide by an over-  
whelming majority, if not quite unani-  
mously, to assist the United States, not  
merely against Spain (in which case aid  
is hardly needed) but against all the  
Powers of Europe which Spain might  
call on her side. We would like to see  
it tested. We British are not  
effusive, nor are we stirred easily by  
sentiment; but certainly we know our own  
brethren.

## THE SHIPPING CONFERENCE.

[Continued.]

In course of time, the Secretary of State  
for the Colonies received reports from all  
parts of the world in response to the en-  
quiries he had made, as before mentioned,  
and these replies were published to the  
world about the end of 1897 under the  
title "Trade of the British Empire and  
Foreign Competition," being a Parliamen-  
tary Blue-book of 600 pages, full of inter-  
esting information, all duly authenticated.  
Of course, there are many contributory  
circumstances conducing to the displace-  
ment of British trade by foreign competi-  
tion; each one deserves attention, and  
when we single out the Shipping Confer-  
ence as one of them we must not be taken  
as inferring it is the only one; on the  
other hand, the mere fact that there are  
others does not warrant us in overlooking  
this one, nor does it justify anybody, how-  
ever eminent, in denying the existence of  
this baleful influence.

The report of the colony of Victoria  
gives the following comparison of freights  
for drapery goods—

- (1) From London to Melbourne by the P. and  
O. Steam Navigation Company (unsubsidised)  
45s. per ton for heavy goods, 65s. per ton for light  
goods.
- (2) From London to Melbourne by the "Orient"  
Line (subsidised) 40s. per ton for heavy goods,  
60s. per ton for light goods.
- (3) From London to Melbourne, via Marseilles,  
by the Messageries Maritimes (unsubsidised) 55s.  
per ton for all goods.
- (4) From Bremen to Melbourne by the Nord  
Deutscher Lloyd Imperial Service (unsubsidised)  
35s. per ton for all goods.

In all these cases English freights are  
higher than foreign freights, and in this  
connection it may also be noted that the

German Imperial railways are authorised  
to make specially low rates for all  
goods sent from inland towns for  
export over-sea. This is a policy Eng-  
lish railways do not cordially adopt. The  
Returns prove that in many instances  
high freights act most injuriously upon  
English imports into the Colonies.  
In the case of very heavy goods of  
comparatively low value the freight may  
become a determining factor in the com-  
petition for the trade. It is positively as-  
serted, for instance, that Germany has  
secured the trade in cement solely through  
the lowness of her freights.

At the fourth ordinary general meeting  
of the Royal Colonial Institute, in Febru-  
ary, 1898, Mr. Henry Birchenough, M.A.,  
read a paper on the trade of the  
British Empire, in which he said:—

I am aware that Sir Thomas Sutherland, in  
his annual address to the shareholders of the  
P. & O. Company, addressed himself seriously  
to the task of rebutting the accusation that  
English companies do not deal fairly with British  
trade. My own knowledge of the subject is too  
limited to permit me to offer an opinion upon  
the success of his defence, but it appears to me,  
as it probably will have appeared to most people,  
that the question of freights and rates figures far  
too prominently in all the Colonial Reports for  
there not to be underlying it a serious disability  
to Imperial trade.

At the 21st Annual Meeting of the  
Chamber of Shipping of the United King-  
dom, held in London on 16th February,  
1898, the President said that when he first  
came to the city of London—over fifty  
years ago—London was the favourite port  
with shipowners, and the extra freight  
charged for the Continent was usually  
a. per ton; while now he was sorry to  
say many shipowners gave a preference  
to some Continental ports, without any  
extra freight. The discharging and cost  
of despatch in London by the Dock Com-  
pany in one typical case to which he re-  
ferred amounted to £419, as against £130  
at Liverpool, although the quantity of  
cargo when the vessel discharged at  
Liverpool was 500 tons more than when  
at London. That was a serious matter,  
as it drove trade away from London. No  
one could say that the shareholders in the  
London Docks were over remunerated  
upon their capital invested, although  
shipowners were charged so excessively,  
but this pointed to some extraordinary  
want of economy in the administration of  
the Dock Companies, and to the need of  
better organisation and supervision of  
labour, and to an increased introduction  
of modern facilities and appliances. It  
was indeed imperative for the welfare of  
the port of London that some remedial  
measures should be devised. The point  
which needs to be emphasised is that,  
whatever may be the explanation or  
justification, high rates drive trade away  
to cheaper places, be it a matter of  
freights or of wharfage or other expenses.  
In dock charges, Liverpool is cheaper than  
London; in freights to or from London is  
cheaper than Liverpool; and in dock charges  
and freights, Antwerp is cheaper than  
either. This is our indictment against the  
Conference.

The *Investor's Review* has a trenchant  
article on "Shipping Boundaries and Ship-  
ping Rings," the conclusion of which is:  
"That such a system should be permitted to  
exist at the end of this nineteenth century, with  
our boasted progress in 'liberty' and so on, is  
a startling fact but it does exist. And the British  
Parliament, by its weakness, its readiness to be  
the bidding of the permanent officials, its sub-  
servience to shipowners, and its general helplessness,  
is mainly responsible for the evil. It is an  
evil which is gutting our foreign trade; above  
all our trade with India and the further East,  
and with Australia. But you will find the main  
and most responsible for its institution and main-  
tenance the lowest, usually, in boasting about the  
'greatness of the Empire,' 'the necessity for  
British interests to be supreme in the world,'  
and so on, and so on. And the cloudy-headed  
multitude thinks them 'first-class patriots.' To  
doubt the wisdom or expediency of paying the  
shamefully excessive bounties we have men-  
tioned, is to be in the language of these ardent  
Imperialists, 'a Little Englander.' But they  
share with the Germans, these same imma-  
cinate Imperial patriots, and where they cannot do  
that they allow our trade to be captured and pass to the  
foreigner. Oh, British public, what an ass you  
are!"

(To be continued.)

## TELEGRAMS.

("HONGKONG TELEGRAPH" SPECIAL.)

THE CRISIS IN THE  
NORTH.  
CONSEQUENCES OF RAILWAY  
DEVELOPMENT.

SERIOUS DEFEAT FOR THE  
BRITISH AT TIENTSIN.

TIENTSIN, April 26th.  
Through the establishment of quick  
railway communication, Peking has been  
enabled to meet Tientsin at cricket. The  
first match resulted in an easy victory for  
Peking, although the Peking team had no  
practice.

## REUTERS' MESSAGES.

THE WAR.

LONDON, April 25th.  
Spain reserves her right to use privateers, but  
in the meantime confines herself to organising  
auxiliary cruisers and gives American ships  
thirty days to leave Spanish ports.

President McKinley in a message to Congress  
has asked for a joint resolution declaring that  
a state of war exists since the 21st instant in-  
clusive. This resolution has passed both  
Houses.

The Spanish Squadron is still at St. Vincent  
and probably sails to-morrow.  
The Americans have captured the *Albatross*  
*Jewel* with a valuable cargo, including *Catalpa*,  
*Saururus* and various similar stuff.

## PLAGUE STATISTICS.

During the 24 hours up to noon, 26th April,  
10 new cases and 15 deaths from plague were re-  
ported, making the total since 1st January (116  
days) 643 cases and 568 deaths.

## LOCAL AND GENERAL.

H.M.S. *Edgar* and *Rainbow* arrived here from  
Chefoo to-day.

At a meeting of the Gymkhana Committee held  
yesterday it was decided to hold the second  
Gymkhana Sports on 21st May next.

The German Emperor is expected to visit  
Scotland this year, and it is thought probable  
that he will visit Jerusalem and Constantinople  
next November.

One of the coolies of the Whitwash Brigade  
was so anxious about the time, that he stole a  
clock from a house which was being cleaned at  
Humphreys. He got plenty of "time," to-day  
Capt. Hastings giving him six weeks of it.

The Hongkong agents of the Great Eastern and  
Caledonian Gold Mining Company, Limited,  
have received the following telegram to-day:—  
Bank of England Staff:—The vein is fully 5 feet  
in width. Melbourne trial crushings 2 cwt 7 1/2  
dwt. per ton. Concentrates rich. The trial  
crushings, we understand, refer to stone from  
the Zulu Main Shaft.

The Hon. Treasurer of the Alice Memorial  
and Netherdale Hospitals begs to acknowledge  
with thanks the following donations to the  
funds of the Hospitals:—

Nippoh Yusen Kaisha.....\$50  
Ho Ngok Lau ..... 50  
Rev. W. Binkley ..... 10  
Dr. Kwau ..... 5

MESSRS. WHELOCK & Co.'s Coal and Kerosene  
Oil Market Report, dated Shanghai, 18th  
April, says:—Coal.—Tientsin.—The natives have  
apparently on their hands more of this article  
than they know what to do with, and it is quite  
impossible to extract any offers from them,  
nearly the whole stock here is of very inferior  
quality, and few transactions have taken place.  
The quotations from Japan seem to be very  
high, but we can only conclude that they are  
for the best quality. Rates of freight, having  
considerably advanced, and with the scarcity  
of tonnage, we should soon see higher  
prices. Cardiff.—There has been, we believe,  
a very strong demand, but as yet we have  
heard of no business. It is reported that  
as high as 11s. 2d. per ton has been offered,  
but we know of no transactions at this figure.

Sydney Wollongong.—From the latest tele-  
graphic news received from the Colonies prices  
seem to have advanced so much as to prohibit  
anything being done here. We believe that a  
cargo of sailer has been offered at 33/6 per ton  
but refused. Quotations.—The undernoted  
figures are based on the most recent settle-  
ments for cargoes to arrive and do not represent market  
rates for coal: in stock, which fluctuate with the  
supply and demand:—Cardiff ex godown 11s.  
17/00 per ton. American Anthracite, ex godown  
11s. 15/00 per ton nominal. Sydney Wollongong,  
steamer cargo ex godown 11s. 13/00 per ton sales.  
Japan, 11s. 7/25 @ 8.00 per ton, all contracted for.  
Kerosene Oil.—American.—We have experienced  
a very slack fortnight, and a very small business  
has been done at gradually declining prices the  
lowest price touched being 11s. 1/57 per case.  
The northern merchants not having  
entered the market to make their usual  
annual purchases may account somewhat  
for the weakness that is now ruling. Stocks  
now stand at 670,000 cases. Batum has  
declined in sympathy with other brands, and  
the market is also weak at 11s. 1/55. Stock, 725,000  
cases. Langkat.—70,000 cases.

MESSRS. WARNER, BARNES & Co.'s in their  
Bi-weekly circular dated Manila, 21st April,  
1898, say:—Quarantine vessels proceeding from  
Hongkong shall undergo 10 days' quarantine of sailing.  
Coal.—Arrivals of Australian and British.  
Ship *Honolulu* has large transactions in this quality  
have been recorded at \$14 per ton, landed  
terms May/July shipment. Japan—about 5,000  
tons have been sold at \$12.25 per ton, landed  
terms. Flour.—Sperdy XXXX has advanced to  
\$15.25 per 4 1/2 sacks, and 7000 4 1/2 sacks of  
Dayton have been sold @ \$14.50 and Russian  
@ 43/75 per sack, almost nominal. Export of  
Hemp.—The port fortnight shows a considerable  
falling off compared with previous weeks, due  
apparently in the first place, to the fear caused by  
the present critical position of affairs with U. S.  
and in the second, to the disturbed state of the  
hemp provinces themselves—even though war  
should happily be averted, it is feared that hemp  
receipts must be on a much more moderate basis  
for some time to come.—With difficulties regard-  
ing tonnage, due to a probable early declaration  
of war and closing of the port of Manila,  
prices of all kinds have nominal. Sugar.—  
Manila Extra (about No. 6 D. S.) are  
quoted @ \$4.37 1/2 per picul, all export being  
still for the China Market. Teal.—No crop.  
Nominal quotations. Jollo.—Owing to the  
Easter holidays and political complications  
business has been more for less at a standstill.  
exporters holding aloof, dealers are offering to  
do business at \$4.18 1/2 per picul basis of assorted  
in 1. We make our quotations to-day as fol-  
lows:—Manila Extra Sugar (Abk No. 6 D. S.)  
\$4.37 1/2 per picul/first cost, and exchange 1/18  
= \$5.11s. per ton L.A.B. Hilo superior sugar  
\$4.18 1/2 per picul first cost, and exchange 1/18  
= \$5.11s. per ton L.A.B. Coffee.—No Batangas  
crop quoted nominally at \$45 per picul. Rice.—  
Stocks of old White Pangasinan are small—  
we quote this quality nominally at \$3.62 1/2 per  
cavan, L.A.B. in the river strong with upward  
tendency.

A VIM series of photographs of the ships of the  
American Asiatic Squadron in their war pilot is  
now on view at Men Cheung's Photographic  
Studio and those who wish to obtain mementoes  
of the ships should pay the place a visit. It is  
hardly necessary to say that some of these, in  
the event of any of the vessels coming to grief,  
will have a historical value as being the last  
photographs obtained before the departure of  
the fleet for Manila. The series includes views  
of both the *Nashua* and the *Zephyr*.

The Chinese are getting a move on them after  
their own style as regards plague prevention and  
they justified Calm generally down in Wan-  
chai last night. They turned out from one of  
the 1200 homes at about 8 o'clock and marched  
through Praya East and Queen's Road in pro-  
cession. Several hundreds of men and boys  
took part, some bearing lanterns of monster  
size, others making night hideous with gongs,  
bells, drums and trumpets. Others carried  
trays of burning wood, small boys ac-  
companying them with supplies of fuel.  
There were great three cornered banners of  
quack design, and the scene as the "process"  
moved along was an extraordinary one to a  
stranger. It was watched by crowds along the  
sidewalks and at many places it was saluted  
with cracker-firing, which only added to the deaf-  
ening noise. A feature of the show was a great  
dragon borne by some 50 men, its head being  
illuminated and a ball on a pole carried in front  
of its gaping mouth. It was this dragon piddle  
that (after all) led to the plague outbreak in  
1894. There was a big spree in connection with the  
Man Mo Temple and all the tough, rag, tag and  
bobtail, the scum of Kwangtung, poured into  
Hongkong for several weeks before the plague.  
The Chinese quarter was doubly crowded with  
them and the frowzy scoundrels disseminated  
disease all over the place, a fact for which we  
have to thank that Sinophile, the Colonial  
Secretary, whose fid it was to encourage the  
dragon display.

## SPAIN AND THE UNITED STATES.

NEWS FROM THE PHILIPPINES.

(From our own Correspondent.)

MANILA, April 22nd.  
Extraordinary excitement prevails here now.  
From the provinces we are continually in receipt  
of stories of Spanish repulses, especially in the  
north, and the general opinion here is that most  
of these reports are true. The rebels, however,  
are awfully weak in the matter of organisation  
and they are short of arms, too, the *bolos* being  
the main weapon. Half the time, so ignorant  
are they, they don't seem to know what they  
are fighting for, and nothing comes of the en-  
gagements, or, rather, I should say skirmishes.  
In the long run, as far as fighting goes, the  
rebels generally are worsted, but the Spaniards  
suffer heavily from fever and want of provisions.  
Many of the Spanish soldiers are mere boys,  
poorly equipped and little fitted physically for  
the work they are sent here to do. There is little  
variety in the nature of the reports that come in  
regarding the fighting. For instance, so many  
thousand rebels are reported to be fortifying  
some place, and an inadequate force is sent out to  
capture the position; then there is a repulse of  
the Spanish force, and a number of deserters  
from the Spanish lines go over to the rebels  
with their arms. A little later a much larger  
force of troops is sent out, with commissariat  
arrangements of a kind that would horrify the  
toughest of British troops. Next we hear of an  
attack, the capture of the place, and "a glorious  
victory." The rebels clear out, there being no  
food for them, and the works are destroyed. In  
these affairs there must be a great deal of suffer-  
ing amongst the wounded on both sides, as there  
are no decent arrangements for their treatment.  
When the Spaniards leave one of these  
"glorious" fields of action and get into quarters,  
operations by the rebels are reported to be  
somewhere else and they are ordered off again.  
It is the general opinion here that the rebels  
are the real cause of the trouble, and that if they  
were ordered out of the place the whole rebellion  
would die out at once.

The Spaniards are talking "big" and appear  
to have the idea that they can thrash the  
Americans pretty easily if war takes place. It  
is exceedingly funny to read the grandiloquent  
stuff that appears in the local papers, the writers  
saying how confident they are of the loyal help  
and support of their grateful Philippine subjects,  
and also that the Spaniards know they have the  
love of the natives for giving them the benefits  
of civilisation, religion, &c., and making these  
islands so peaceful, happy, and prosperous.  
The Americans call this sort of stuff "poppy  
cock" and the British "soft soap."  
The Spanish editors use it largely, but the effect of  
it will be another kind of thing altogether.

A cold-drawn right-down fact is that the natives  
hate the Spaniards thoroughly and would well  
come with open arms any enemies that came  
along to fight. Said enemies might in turn find  
themselves just as much hated a little later on.  
The *Philippines* are a queer half-developed race,  
but under a strong and just Government they  
would probably turn out pretty well.  
Our feeling here is that it is a pity the British  
do not take the group and "run" it. These islands  
are rich in nearly every mineral, have an excep-  
tionally fertile soil and they only need properly  
opening up by railways to show a wealth that  
would astound the world. Coal, gold, lead and  
iron abound in several of the islands, and there  
are places in the group that up to this day are  
unexplored.

News has reached us that war has been  
declared and the Spaniards are preparing to re-  
ceive the American fleet. There is a good deal  
of "harking" about the said preparations and  
it means all sorts of fearful things if you are  
caught transmitting news to the outside world.  
In fact I understand that letters going through  
the post are being opened. The American  
Consul is leaving on the *Esmeralda* and we  
expect the place will be bombarded soon. But  
then, as you can well believe, is paraded.

Nobody talks of anything but the war and we  
are all anxiously awaiting the next move in the  
game. We hear that the American fleet has  
left Hongkong together with two British and  
two German warships. This has intensified the  
excitement here very considerably.  
As chance offers I shall communicate "subse-  
quent proceedings," but it is extremely difficult  
to send news out of here just now.

## NOTES FROM THE NORTH.

(From our own Correspondent.)

TIENTSIN, April 18th.  
All is quiet here, and so far we have heard  
not a word as to how Russia has taken the  
British occupation of Weihaiwei, though a slight  
anticipation exists in some quarters that ob-  
jections will be raised. The British Admiral  
passed through here on his way to the Capital  
yesterday morning, and it is thought his visit is  
very clearly indicative that all is quiet and likely  
to remain so. The Chinese daily, it is worth  
all so much interested at this time, publishes a  
Russian proclamation which was circulated at  
Port Arthur soon after it was formally handed  
over, and from it we learn that the new  
Governor of that Port (Col. de Wasek) pre-  
sumably is intended, though only the Chinese  
equivalents for Russian names are given) has  
been created by H. I. M. the Czar.  
VICEROY OF THE PACIFIC OCEAN!  
What say you to this small order? Here it is,  
an accurate, literal translation:—  
"I, Tu, by Imperial command, Viceroy of the  
Pacific Ocean and Governor and Commander in  
Chief of the Liasung peninsula."—This gives a  
pretty clear hint as to what Russia aims at and  
how much less than a grain of sand Port Arthur  
must be.

LOOK TO YOUR LAURELS, JAPAN.  
and all the islands of the great Pacific;  
howl and weep, ye distant isles of the Sea,  
for the day has gone forth, and Russia has  
prospectively claimed you as her own.  
There is great diplomacy in the title, and  
there is a challenge. There is no use of a  
note of defiance to it to England, but a calm  
assurance of power which is intended to  
and doubtless will have its weight with the  
Chinese. Unless, that is, we are really on the  
eve of that great disruption of the Empire which  
I have tentatively hinted at of late.

THE YANGTZE IS ASIA, AND THE NORTH

IS NOT AT REST.

I cannot speak confidently as to the state of  
affairs in Peking, but all sorts of rumours  
circulate the place which may mean much or little  
according to the outcome of the chapter of acci-  
dents. If they mean much, Heaven preserve the  
luckless foreigner island, and the little northern  
Settlement. If anything like real and organised  
or, worse, a disorganised rising takes place  
foreign life and property will be in the shadow  
of a friendly gunboat will have short shrift.  
Reports are abroad that there is

## CONSPIRACY IN THE PALACE.

And that an alarming idea is taking hold of  
the ignorant public mind, or being dissemi-  
nated therein by certain crafty or, at least,  
implanted therein by certain crafty or, at least,  
China is being sectioned, electrical to the  
highest bidder. I will try and get at the truth  
this week and wire if there is anything in the  
rumour. Some are attaching significance to the  
increase of the Chinese garrisons which are being  
tried by Imperial orders, and it is fancied that  
the step may be preparatory to the Court shift-  
ing to the old capital in that province. I hope  
not, as the first move would be the signal in all  
probability for disaster.  
Prince Henry's advent to being looked for-  
ward to here with very different sentiments  
than appear to have found place in the  
ports. Partly by reason of our nervous  
of the social species "Sinologue," there is  
very diverse and quite warm feeling on the  
subject. Those impregnated with Chinese  
thought declare the visit an imposition, un-  
warranted, and the like, forcing the Emperor  
as no one would dare to do in any other country,  
etc.; while those who, like myself, believe that  
the salvation, if such a thing is possible,  
lies in having a her conversation, thoroughly  
chipped, make the hand that does it regard  
the Prince's visit as a very opportune and  
eminently useful event. The representative  
Britishers have held a private meeting at which  
it was decided to offer the German Community  
the use of the Municipal Hall, also to join  
them in entertaining the Prince at a grand  
banquet. I have not heard yet what is decided  
but I heard it whispered that some of the young  
bloody among the Germans did not feel like  
the "bloody camp" warmly disposed to the direc-  
tion. For myself, I am inclined to play it safe  
and jealousy is allowed to be in con-  
nection with the Prince's visit. He is  
from all accounts a fine, genial young fellow,  
who has borne his chief concerning the mailed  
fist like a man; and he is related to our own  
Throne by descent sufficiently near to justify a  
very kindly interest in him by Britishers, and a  
cordial appreciation of that interest on the part  
of Germans.

There will be a veritable

AUSCH TO ENTERTAIN.

This year, I expect, of twenty or thirty new  
houses, there is quite a number of new  
houses to rent, and no end of longing  
for invitations among the unfortunate that out  
from renting or purchasing by some hard  
destiny. What we want is a hotel, and a hotel  
will have to be, then we shall see the season  
boom with a will, and Shanghai and perhaps  
even Hongkong, will look up on during  
the dog days. The summer lines will have to  
combine however with the hotel propositions and  
make special rates for the season, as the present  
fires from Shanghai here are not much more than  
three days' trip. The new port is quite likely to  
be as near to Peking as to be practically part  
and parcel of that place, and property there will  
be very valuable some day.  
We have had some really brilliant days lately,  
but Saturday, when our three postponed Gym-  
khana came off, was dull and right down  
cold and unattractive. There was, however, a  
capital programme splendidly gone through,  
and amusement being at the height of the  
dark race, the skit and umbrella race, and  
bare back monkey wrestling. To the first named  
Mr. Ross (Jardine) who was "magnificently  
gowned" in scarlet, with puffed sleeves and a  
sash, Tam







## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transhipping Cargo for Java Ports), PENANG, COLOMBO and PORT SAID	THURSDAY, 28th April, at 4 P.M.
YAMASHIRO MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th April, at 4 P.M.
KAGOSHIMA MARU	KOBE and YOKOHAMA	TUESDAY, 3rd May, at Noon
HAKATA MARU	YOKOHAMA (DIRECT)	THURSDAY, 5th May, at 4 P.M.
IDZUMI MARU	KOBE and YOKOHAMA	THURSDAY, 12th May, at 4 P.M.
SAGAMI MARU	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENSEN	FRIDAY, 13th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 27th April, 1898.

## THE WORLD RENOWNED

## FRENCH CORSETS C. P. A LA SIRENE

Established 1839, PARIS.

Beware of Spurious Imitations

Only genuine if Labelled and Stamped

C. P. à la Sirene.

APPLY TO

M. OPPENHEIMER &amp; Co., PARIS.



## SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories - Preserves Factories

Laboratories of Druggists - Essences Factories

STEAM KITCHENS

EGROT &amp; GRANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL &amp; Co., Hong Kong

## BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

## Scott's Emulsion

Contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS &amp; Co., Hongkong.

## SERRAVALLO'S FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC

OF

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and its most efficacious use.

EXQUISITE TASTE

Sole Agents for Hongkong: A. S. WATSON &amp; Co.

Hongkong, 1st September, 1898.

## Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN MARGARET"

will be despatched as above on or about the 25th May, 1898.

To be followed by

S.S. "ST. NINIAN," on or about 15th June, 1898.

S.S. "CRAIGHEARN," on or about 30th June, 1898.

For Freight, &amp;c., apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 20th April, 1898.

## Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHINGTU,"

Captain Inner, will be despatched as above TO-MORROW, the 28th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 26th April, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above TO-MORROW, the 28th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 25th April, 1898.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain Bradley, will be despatched as above on SATURDAY, the 30th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATTHEW &amp; Co., General Managers.

Hongkong, 25th April, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on SATURDAY, the 30th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 26th April, 1898.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNOX,"

will be despatched as above on SATURDAY, the 30th instant.

S.S. "ENERGIA" about 15th May.

S.S. "MACDUFF" about 25th May.

S.S. "AFRIDI" about 5th June.

S.S. "PANTAN" about 15th June.

For Freight or Passage, apply to DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 26th April, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on MONDAY, the 2nd May.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 26th April, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched as above on TUESDAY, the 3rd May, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 26th April, 1898.

HAMBURG AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rate to AMSTERDAM, LISBON, Oporto, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ANDALUSIA,"

Captain Schriber, will be despatched for the above Ports on or about the 7th May.

For Freight, apply to CARLOWITZ &amp; Co., Agents.

Hongkong, 26th April, 1898.

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND COPENHAGEN.

THE Company's Steamship

"SIAM,"

Captain C. Cold, will be despatched as above on or about the 14th May.

For Freight or Passage, apply to ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 26th April, 1898.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Bark

"WEST YORK,"

W. L. Foster, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 7th March, 1898.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"IMBERHORNE,"

Lever, Master, Shortly expected here, will load for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 19th March, 1898.

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